

ADMINISTRATION TEAM MINUTES

Date: May 14, 2004
Time: 9:00 am
Place: Tacoma AGC Building

<u>Attending</u>	Cathy Arnold	<u>✓</u>	Paul Gonseth	<u>✓</u>	Tina Nelson	<u>✓</u>
	Dave Banke	<u> </u>	Mike Hall	<u>✓</u>	Cathy Nicholas	<u>✓</u>
	Jerry Brais	<u>✓</u>	Ann Hegstrom	<u>✓</u>	Mark Rohde	<u> </u>
	Forrest Dill	<u>✓</u>	Ron Howard	<u>✓</u>	Mark Scoccolo	<u>✓</u>
	Doug Ficco	<u> </u>	Carl Jonasson	<u>✓</u>	Greg Waugh	<u>✓</u>
	Bob Glenn	<u>✓</u>	Dave Jones	<u> </u>	Tom Zamzow	<u> </u>

Opening The minutes of the April 16th meeting were approved.
 Scheduled Future Meetings:
 September 17, 2004 @ (To be determined)
 October 15, 2004 @ (To be determined)
 November 12, 2004 @ (To be determined)
 January 14, 2004 @ (To be determined)

Roundtable

Greg Waugh reports that Kuney is bidding on some ~~damm~~ dam work south of Portland. At the Lewis & Clark Bridge in Longview, the deck overlay is nearly complete. LaGrande has restarted and the St. Johns Bridge has completed Phase 2. The new job in Spokane on the N-S Freeway is underway.

Ann Hegstrom informs us that bids for Sound Transit's Beacon Hill tunnel open today. Kiewit is one of two bidders. Ann is now working at the Sound Transit Maintenance Facility project. As a result, closure efforts on the Sunset project issues have slowed. The big news is that Kiewit has decided not to bid the monorail project. Ann says the risk elements assigned to the Contractor were simply too onerous.

Bob Glenn says that Lakeside is ahead of their 2003 pace in winning contracts.

Paul Gonseth notes that all work in the South Central Region is underway. He reports that Mark Rohde is looking at pavement repair since the State has failed to include any deck work for this season.

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Roundtable (cont)

Cathy Arnold tells us that bids have been opened on all of NW Region's big jobs for this season. There will be a number of smaller projects. As usual, NW is looking for staff.

Cathy Nicholas reports that T-21 has been extended to June 30th. After that date, the Congress will have only eight days to work together for the rest of the session. Her agency is hearing rumors about a two-year program rather than the usual six-year. Currently struggling with "earmarks". For example, Lynnwood has obtained \$19 Million for a remodel of the Swamp Creek Interchange. Any work would likely be in the \$200-\$300 Million range.

Carl Jonasson laments a missed bid at Paradise Road on SR 522. Scarsella was low. The Balfour company is looking at Railroad work in California. Locally, they are bidding the Sound Transit cut-and-cover tunnel project and are looking hard at the SR 16 job, Union to Jackson. (Ron notified the contractors present that the bid for this job has been postponed two weeks for permit issues. There are no significant changes to the design involved.)

Mark Scoccolo reports that SCI Infrastructure has a new small job for a box culvert at South 288th Street. They bid and missed the Port of Seattle Wetland Mitigation project. Work has started on a new office and shop at Pacific.

Mike Hall says that Goodfellow Brothers are very busy. Their relationship with Quadrant and other developers is providing work at Snoqualmie Ridge and at Redmond Ridge. They also have a tricky job with the Corps of Engineers, widening the Snoqualmie River above the Falls. Around the company, California and Alaska are slow, Oregon and Hawaii are doing okay.

Forrest Dill described progress on the SR 18 job. Besides the controversy over the wetland work, the project is still moving toward completion. A new superintendent, hired from Johnson Brothers in Minnesota, will be taking over the job next month. The Bellevue project is moving along well.

Jerry Brais announced that good bids were received for the Elliot Bridge in Renton, with Pacific Road and Bridge low. Pavers for both north and south county are on the street—both in the \$2 Million range. Look for Des Moines Way in the Fall.

Tina Nelson described work on the 1-99 committee. They are looking at ditching Section 1-99 and replacing it with GSP's for local work. They will need someone to do the actual work. An idea of the committee is to make being current with L&I payments a responsiveness issue for future bids. Tina warns us about a new job on Pacific Avenue, now on Ad, that has bid alternates for asphalt and concrete pavement.

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Roundtable (cont)

Ron Howard discussed the new L&I WISHA backing truck rules. There will be information in the weekly Notice to Contractors for the next three or four weeks. WSDOT considers compliance with this regulation to be outside the contract and is not considering payment. Ron announced upcoming revisions to the Construction Manual (July 1st) and to the Standard Specs (August 2nd, with a June 28th cutoff date.)

Old Business

Traffic Control

Ron described the efforts currently underway to prepare the traffic control specifications for the August update. The two-year old specs are being reviewed for conformance with new rules and ideas adopted since they were written. The specs and GSP's will be ready by June 28th and the implementation will include Construction Manual language and training.

Old Business (cont)

Update on NCHRP 350 and Soft Signs

The team explored soft signs and their use. Of the contractors present, only Lakeside (Bob Glenn) is presently using these signs on DOT work. Bob thinks other pavers, notably Superior and Rinker are also using them. Paul Gonseth is not aware of any use in the South Central Region. Cathy Arnold is not aware of any use in King or Snohomish counties, will check with the Mount Baker Area. Ron Howard will talk to Eastern Region, North Central and Southwest. Ron will also call a couple of traffic subs for input.

A question was raised as to whether or not the soft signs are allowed by contract. Ron will review the current Standard Specs and form an opinion on this question.

Old Business (cont)

Progress Schedules

Continue Analysis of Section 1-08.3

Discussed the third paragraph. Once the State had dropped the idea of reducing the time for completion upon approval of an accelerated schedule, the Contractors and everybody else were satisfied with the remaining language.

The fourth and fifth paragraphs were discussed at length. The fourth deals with an updated revised schedule that can be required by the project engineer. The team agreed to various changes in the draft language. The portion of the first sentence related to "or required by any

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Old Business (cont)

Progress Schedules

provision of the contract” will be deleted. New language, defining when a revised schedule will be needed, shall be added to include 1.) When the contractor has changed the sequence of work; 2.) When a major change to the work has been approved or; 3.) When the project is “significantly” behind schedule. The language referring to unresolved issues will be clarified to require that the effect of no attention to unresolved issues will be the assumption of no time extension and an identified acceleration effort to keep the project completion within the currently allotted time.

The fifth paragraph is a discussion of the schedule aspects of a request for time extension. The team agreed to move this discussion to Section 1-08.8 where it will be part of the time extension spec.

Future Meetings

June 11th, 2004 @ Tacoma AGC (9:00 am)

September 17th, 2004 @ Tacoma AGC (9:00 am)

October 15th, 2004 @ Tacoma AGC (9:00 am)

November 12th, 2004 @ Tacoma AGC (9:00 am)

January 14th, 2005 @ (To be determined) (9:00 am)

Assignment List

<u>Who</u>	<u>What</u>	<u>By When</u>
Ron	Revise Schedule Spec Draft	June 11 th
Cathy Arnold	NWR Use of Soft Signs	June 11 th
Cathy Nicholas	Other States Use of Soft Signs	June 11 th
Ron	EA,NC,SW Region Use of Soft Signs & Traffic Sub Input	June 11 th
Ron	Implement Traffic Control Specs	Aug 1 st

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Old Business (cont)

Progress Schedules

Team's "Round Tuit" List

1. Traffic Control Provisions
2. Progress Schedules
 - Short-term Scheduling
 - Section 1-08.8, p5.c—Extensions for Quantity Overruns?
3. Re-visit NCHRP 350 and Standard Specifications of Traffic Signs
4. Insurance Cost/ Reimbursement
5. Tort Claims Liability/Accident Reports
6. Bid Item for On-site Overhead
7. Disputes Review Boards
8. Joint Training—Documentation
9. Payroll, Wage Administration procedures
10. Materials on Hand provisions
11. Web-Based Construction Management

ATTACHMENT: MOH Rules for Steel Products

Washington State Department of Transportation

Temporary Guidance

Valid Until March 31, 2005 unless terminated or extended by the Construction Office

The Construction Manual, Section 1-3.1B(1), dealing with Payment for Material on Hand, is supplemented by the addition of the following:

Special Rules for Steel Products

- Steel products need not be completely fabricated to qualify for MOH payments. Raw material which meets the specification requirements may be purchased and the purchase price may be reimbursed through this item.
- Steel products need not be segregated, bundled and tagged. Any mechanism which serves to identify the steel item as belonging to the project is acceptable.
- Stockpiles of steel products need not be under the Contractor's control. Such stockpiles may be located at the steel supplier, the fabricator or at another location approved by the Project Engineer.
- Steel material for which MOH payments have been made must be available for inspection and periodic identification, but this availability need not be immediate. Reasonable notice should be given to allow the Contractor to locate and display the material.
- The Project Engineer may accept a higher level of risk that steel material might disappear. The Contractor's obligation to perform the work and the Surety's guarantee of this obligation serve to offset such a risk. The Surety must be informed of payments made under these liberalized rules.